



REPORT OF THE WEST SEBASTOPOL TRANSPORTATION COMMITTEE

AUGUST 1980

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West Sebastopol Transportation
Committee

REPORT OF THE
WEST SEBASTOPOL
TRANSPORTATION COMMITTEE,
AUGUST 1980

AN INVESTIGATION OF TRAFFIC PROBLEMS
AND SOLUTIONS IN THE SEBASTOPOL AREA.
PREPARED AT THE REQUEST OF THE
SONOMA COUNTY BOARD OF SUPERVISORS.

REPORT OF THE WEST SEBASTOPOL TRANSPORTATION COMMITTEE

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Background

The Sebastopol Transportation Committee was appointed by Supervisor Eric Koenigshofer in October 1979 for the purpose of studying transportation problems in Sebastopol and its vicinity. Its membership is listed in Appendix A.

An orientation meeting was held on November 7, 1979 in the Board of Supervisors chambers in Santa Rosa. Mr. Koenigshofer addressed the Committee to explain the role of the Committee. (See Committee's Goals below). The next meeting was held on November 28, 1979 at the Sebastopol Public Library and was convened by Toby Ross of The County Department of Planning. Committee members were provided an information packet of background material which is listed in Appendix B. The meeting was devoted to reviewing this material. The next meeting was held on December 19, 1979 at which time Juliana Doms was selected as Chairman. The Committee then divided up into three sub-committees which were each given a specific geographical area on which to focus their study: (1) South Sebastopol; (2) North Sebastopol; (3) City of Sebastopol.

These sub-committees worked through January and February on evaluating the transportation situation in their respective areas, centered around the following outline: (1) evaluation of appropriateness of the various facets of the County Transportation Plan and the City of Sebastopol's Transportation Plan; (2) consideration of alternatives to the current plans, including non-facility related programs and factors such as transit, car-pool, change in travel characteristics and land-use controls; (3) evaluation of existing traffic hazards; (4) recommendations of short-term traffic solutions; (5) recommendations of priorities for the implementation of new facilities and programs.

On March 5, 1980 the full Committee met again to receive and discuss the reports from the sub-committees. On April 2, 1980 the Committee met to reach final decisions on its recommendations to the Board of Supervisors. A draft report was then prepared by Rick Luttmann. It was discussed, amended, and approved at the Committee's last meeting on July 1, 1980. An additional meeting occurred on June 24, 1980 primarily to receive testimony from residents of the Mills Station Road and Ferguson Road areas. Appendixes F and G are statements submitted at that meeting. Additional petitions from the area are on file with the Department of Planning.

Committee's Goals

The Committee's goals were as follows:

1. To consider the impact of the County General Plan on the Sebastopol area.
2. To review data from which County forecasts had been made as to probable needs for facilities.
3. To propose and evaluate options and alternatives, balancing recognized needs against the expressed desire of citizens to preserve the area's unique quality of life.

In seeking and evaluating solutions, the Committee adhered to the following philosophy from the County's General Plan: "To reduce impacts to a minimum, emphasis is given to the use of existing facilities and to the placement of new facilities in the least sensitive locations." This Committee is in agreement that preservation of neighborhoods, and the rural/semi-rural/agricultural characters of areas of the

County should be of paramount importance. Continuation of the rapid growth rates of recent years would be incompatible with this goal and would compound the traffic problems. In addition, typically urban problems of smog, over-crowding, crime, and various environmental deterioration such as ground-water scarcity can be expected to result from such growth. The General Plan has attempted to address these problems. Close adherence to the land-use plans as shown in the General Plan will maintain the quality of life in the Sebastopol area.

Identification of Problem

The Committee found that the principal problem is with traffic congestion in the City of Sebastopol resulting from the weekday commute traffic generated by the scattered, low-density, rural-residential development in the large area west of Highway 116 both north and south of the City. This traffic is traveling to and from Santa Rosa, and funnels through the narrow and crowded streets of downtown Sebastopol for access to and egress from Highway 12. This congestion is already at a critical stage at peak hours and is likely to get gradually worse over the period of this study. There is a spillover of these problems into the City's environs in that many County roads near the City are being used as defacto by-passes, even though they were not designed as such and are totally inadequate for this purpose.

Summary of Recommended General Plan Amendments

1. Todd Road Extension to Highway 116 and Route E should provisionally remain pending study. A detailed study of these projects should be undertaken by the County with funds (\$35,000) formerly earmarked for the South Sebastopol Bypass Plan Lines.
2. A "New Project" arterial should be shown from Highway 116 near Elphick to the south portion of Elphick (third sharp bend). The south portion of Elphick and Watertrough Road should be changed from collector to arterial with "upgrading" improvements.
3. The Witter-Lynch-Pleasant Hill arterial should be deleted from the Highway Plan. Instead, Lynch and the remainder of Pleasant Hill should be designated as collectors needing upgrading.
4. The "New Project" extension of Mill Station Road to Bodega Highway should be deleted.
5. A Sebastopol Downtown detail plan should be added to the Highway Plan to show the one-way couplet system.

Analysis of Recommendations

New Facility Recommendations

1. Todd Road Extension and North-South Bypass.

Todd Road Extension to Highway 116 and Route E should provisionally remain pending study. A detailed study of these projects should be undertaken by the County with funds (\$35,000) formerly earmarked for the South Sebastopol Bypass Plan Lines. The Committee reconsidered two new facilities proposed in the County General Plan. The

Todd Road Extension would open up a corridor to connect Southern Sebastopol with the developing area along U.S. 101 between Santa Rosa and Rohnert Park. This would require upgrading the existing East-West portion of Todd Road, and building a new section across the Laguna to connect with Highway 116 at approximately Elphick Road. This third alternative to reaching U.S. 101 between Rohnert Park and Santa Rosa would draw off a certain percentage of the traffic that now uses Highway 12, and would to that extent alleviate congestion within the City. Of course, if the Rohnert Park Expressway is extended to Highway 116, the need for the Todd Road Extension will be reduced.

The North-South Bypass is the one which was named Route E when first proposed several years ago. For convenience in considering it, Route E is divided into two parts: Route E South, which forks off the Gravenstein Highway at approximately the Golden Dragon Restaurant, crosses Hutchins Avenue, and proceeds north between the City and the Laguna, joining Highway 12 near Morris Street. Route E North continues on north along the west bank of the Laguna following Morris Street, passes east and north of Analy High School, and joins High School Road north of the City. High School Road would be improved to Occidental Road. When completed, Route E would clear the City of the weekend traffic to and from the Russian River. Either half separately would enable some part of the commuter traffic to and from Santa Rosa access to and from Highway 12 without traversing City streets.

The Committee found that Todd Road Extension and Route E are viable solutions and should provisionally remain in the General Plan. However, the Committee found that there was inadequate data available to make definite decisions on whether to recommend construction of either of these facilities and on their respective priorities. Therefore the Committee recommends that the County implement a study to gather additional data on both of these facilities, and that the study be funded from the funds presently budgeted for the Todd Road Plan Line (\$35,000). It is recommended that the scope of this study include more specific data on (a) origin and destination of traffic, (b) number and nature of affected structures, (c) engineering difficulties and costs, and (d) environmental impacts.

The Committee gave substantial consideration to the question of where the Todd Road Extension should intersect Highway 116. It is the Committee's conclusion that Todd Road should be connected to Highway 116 near Elphick Road. To the extent that traffic problems in the City are created by traffic originating in or close to the City, connection of Todd to Lynch would capture more traffic than one at Elphick. However, a Lynch connection would force Lynch into becoming a major arterial, which is undesirable. There already exists too high a traffic volume there. Future development of a highspeed bypass route in this area would destroy an entire, densely populated, rural residential neighborhood, and would be extremely costly. Any widening of Lynch Road would severely affect homeowners all along the road. Furthermore, there is a hill just east of Highway 116 at the intersection with Lynch, which would cause engineering problems, whereas near Elphick Road the land is relatively flat and open.

2. Elphick Extension and Route "E"

A "New Project" arterial should be shown from Highway 116 near Elphick to the south portion of Elphick (third sharp bend). The south portion of Elphick and Watertrough Road should be changed from collector to arterial with "upgrading"

improvements.

The impact on neighborhoods east of Highway 116 would be slightly greater with the connection at Elphick than Lynch. Cooper Road would have to be bisected by the proposed Todd Road extension. Since this neighborhood will feel most strongly the impact of the extension, the Committee believes it is imperative that residents of this neighborhood be consulted before detailed plans are formed. It might be desirable, for example, to make dead-end roads of the two segments of Cooper, to eliminate through traffic, minimize disruption, and avoid a hazardous intersection. Landscaping might be designed to maintain the present rural atmosphere.

A major argument for a connection near Elphick is that if, in the future, a complete southern bypass is needed, relatively vacant land exists for a right-of-way from Highway 116 at Sequoia Market curving to the south and west along the north bank of the creek and connecting with Elphick Road at its last 90 degree bend uphill. This development would link Todd Road directly to the Pleasant Hill/Watertrough area and in turn to the Bodega Highway. This system would absorb traffic generated by the Watertrough, Barnett Valley and Burnside Road areas that the Lynch connection would not. This route would have a much lower impact on neighborhoods, since except for a short section of Elphick Road it would only skirt the edge of existing neighborhoods instead of passing through them. Such a connection might be desirable only in the distant future.

The connection point of Todd Road to Highway 116 must be carefully evaluated so that the route alignment of a future bypass route is taken into account. The Committee emphasizes, however, that any development of new arterials west of Highway 116 is given lowest priority, i.e., should be undertaken 15 to 25 years in the future. In no case should Elphick Road's lower section be widened or otherwise developed as a bypass route.

Some of the pros and cons of Route E: If completed in its entirety it would take through North-South traffic away from the center of town, and in particular all through truck traffic could be routed on it. A survey conducted by the Sebastopol North Sub-Committee indicated that about 60% of the truck traffic on City streets at this time is local and about 40% is through. Route E South would take away from the downtown area the large volume of traffic between the southwest Sebastopol rural-residential area and Santa Rosa. The problem of traffic between the northwest and Santa Rosa was perceived as less critical, both because of lesser volume and because of the proposed upgrading of Occidental Road which would attract some of this traffic. Although a few homes would have to be removed to create Route E, particularly at the Hutchins Avenue crossing, the proposed location is generally just outside the area that is now developed, and a minimum of disruption would be caused to existing neighborhoods. Unfortunately, this is at the expense of some encroachment on the Laguna and the wildlife environments there. The Laguna is a well-known bird sanctuary; fish spawn and hatch here; and some of California's most rare and endangered plant species are found here. The Route E North project would have irreversible effects upon this sensitive environment. Both audially and visually, it would be an intrusion on the tranquillity of the Laguna, which has been designated a Scenic Area in the West Sebastopol Specific Plan. Furthermore, there would be major technical difficulties in constructing a roadway near the stream channel, and the cost would be very high. Since the water course floods routinely each

winter, major construction including bridges or causeway structures would be necessary to assure the integrity of the roadway. The Committee recommends that, if Route E North is constructed, it should have a "parkway" character. Development and access should not be permitted along its frontage. Extensive landscaping should be used as a visual buffer on the west side.

The improvement of Occidental Road from Fulton Road at least to Highway 116 would be of obvious benefit to the flow of traffic between Highway 12 and the area from Forestville north. This traffic would then not pass through the City at all. To some extent Occidental Road is already being used as a defacto bypass and it should be upgraded to the point that it is safe and efficient for this purpose. This project would evidently forestall one portion of the need for Route E North.

3. West Side of Highway 116 South.

The Witter-Lynch-Pleasant Hill arterial should be deleted from the Highway Plan. Instead, Lynch and the remainder of Pleasant Hill should be designated as collectors needing upgrading. The Committee recommends that, with one exception, there should be no new roadways built west of Highway 116 on the south side of the City. Existing roadways should be developed through upgrading into a safe and efficient feeder system. The single exception is the connection discussed above from the proposed Todd-Gravenstein intersection along the creek behind Sequoia Market to join Elphick Road west of its three sharp bends.

The Committee was in complete agreement that none of the roads west of Highway 116 on the south side of Sebastopol (Fircrest, Lynch, Elphick, Witter, Sparks, Bloomfield) would be an acceptable east-west bypass route, because none of them would effectively service the entire area, due to the low-density dispersion of residences in the area. However, the roads obviously function effectively as feeders down to Highway 116. The Committee recommends that the proposed bypass shown on the County General Plan along Lynch or Witter to Pleasant Hill and the Bodega Highway be eliminated entirely.

The present road system west of Highway 116 is adequate for the foreseeable future and no changes are needed now. The roads should be upgraded over time as funds permit for safety and efficiency. Present hazards such as narrow shoulders, drainage ditches and blind driveways should be eliminated. Roads should be widened only where safety is a factor, to allow for pedestrian walkways, bicycle paths, and safe driveway sight distances. These could be constructed to follow the path of least resistance without neighborhood disruption. Pedestrian and bicycle paths could curve around trees and be placed on the outside of drainage ditches without destroying present private property configurations.

Elimination of safety hazards could be done with less expense than a major road widening, which would be disruptive to the nature of the neighborhood and not an efficient use of taxpayer funds. The Committee therefore concluded that with a modest amount of upgrading, each of these roads could function safely and effectively in their present state to funnel traffic down to Highway 116 toward a Todd Road Extension.

4. Mill Station - Ferguson Roads.

The "New Project" extension of Mill Station to Bodega Highway should be deleted. This proposal should be eliminated from the General Plan since it would require major engineering due to the hilly terrain and it would interrupt a riparian corridor. Also it would have to pass along the edge of a floodplain or through a string of existing residences. It would dismember several large parcels that are now vineyards, in an area designated by the West Sebastopol Study to remain agricultural. The Committee believes the existing East-West route from Occidental Road along Mills Station and Ferguson Roads to Bodega Highway is adequate for the foreseeable future, and that improving this route would not significantly reduce downtown traffic in Sebastopol. Further, if traffic loads should escalate to the point where Mills Station and Ferguson Road become inadequate or unsafe, the Committee determined that upgrading this route could be accomplished with minimal overall impact and no direct impact on existing residences. This is in contrast to the much greater impacts of a new connection between Mills Station and Bodega Highway. New construction near the 90 degree bends along Ferguson Road should, however, be prohibited until the road is upgraded.

5. One-Way Couplets in Downtown Sebastopol.

A Sebastopol Downtown detail plan should be added to the Highway Plan to show the one-way couplet system. The Committee recommends that the system of one-way couplets within the City, as proposed by the City, be implemented as soon as possible. The Committee views the creation of the one-way couplet system in downtown Sebastopol as being of the highest priority. It would facilitate the flow of traffic by taking pressure off the major intersection at Highway 12 and 116. Commute traffic between South Sebastopol and Santa Rosa would use Petaluma Avenue in the morning and Main Street in the afternoon. There would be minimal disruption of existing development and neighborhood character. Of course the overall amount of traffic on City streets would not be at all lessened, and in the East-West direction there are some difficulties because of narrow streets and tight corners.

Although the cost of implementing this system is not inconsequential, and is in fact evidently the reason it has not been implemented already, it is certainly much less expensive than the creation of new roadways such as Todd Road extension and Route E. It is something that could be completed within the near future and would forestall the onset of a crisis in the downtown area until the other roadways could be constructed. It is understood however that the one-way system would not in any sense be temporary; it would continue to be of benefit to the flow of traffic through the City even after the completion of other proposed projects.

The Committee is aware that the City of Sebastopol needs no urging to pursue this plan, that it is in fact actively seeking State aid to implement it. The Committee gives its full support to the City and urges the State to give this project highest priority for funding.

The Committee recommends that the City of Sebastopol look into the feasibility of extending Taft Street to Petaluma Avenue. This might alleviate some of the congestion caused by Anady and Laguna High Schools.

Non Facility Recommendations.

1. The Committee recommends that "special case" exemptions to zoning regulations or extensive modifications to the General Plan be kept to a minimum in order to meet the goals and policies of controlled growth, and prevent excessive increases in automobile traffic.
2. The Committee has agreed that public and semi-public modes of transportation should be given top priority in attempting to alleviate present and future traffic congestion problems within the West Sebastopol area. The promotion of alternatives to automobile transportation should be coordinated by the City and the County. Providing a transit alternative is not enough - it must be sold for its economic and social advantages.
3. Bus transportation should be available on a regular and convenient basis between Sebastopol and Santa Rosa. Some form of public transportation should be set up between Sebastopol and Rohnert Park/Cotati/Sonoma State.
4. Industries should encourage car-pooling or even provide vans for their employees to get to work. The Golden Gate van-pooling system should be actively publicized and coordinated by City and County agencies.
5. The County and/or the City should set up a Computerized Ride-Sharing System, like others in use throughout the Bay Area. In Sebastopol parking facilities for commuters and car-poolers could be established as follows: In the north at Community Church; in the west at Ragle Park; in the south at Bloomfield and Highway 116; in the east at the Seventh Day Adventist Church.
6. School districts should be subsidized to continue the bussing of school children. Many school bus routes have been dropped since the passage of Proposition 13, which has forced greater dependence on the private automobile for getting children to and from school.
7. All roadways built or improved should be provided with bicycle and pedestrian paths. A network of safe bikeways and walkways would encourage more travel by bicycle and foot, and in turn alleviate some amount of traffic congestion.
8. The "feeder" concept proposed by the Committee for the west side of 116 south will further congest traffic on Highway 116, particularly between Bloomfield Road and Fircrest Avenue. Highway 116 should be improved to facilitate the safe and efficient flow of traffic. Numerous specific recommendations are contained in Appendixes D and E taken from the report of the South Sebastopol Sub-Committee.
9. The General Plan proposes improvements to some major throughfares in the Sebastopol area including: Bodega Avenue, Healdsburg Avenue, Covert Lane, Pleasant Hill Road, Ragle Road, Jewell Avenue, Gravenstein Highway and others. The Committee concurs that these need to be upgraded for safety. A safe area for pedestrians and bicycles should be provided along each major feeder route. The rural character of these roads should be preserved. Speed limits on these feeder routes should be as low as practical. Truck traffic should be banned from some City streets in the interest of safety and noise control. Signals

should be considered at major feeder roads.

10. The Committee discussed the matter of parking on downtown streets in Sebastopol. It is informed that a 52% increase in traffic capacity would occur if parking were eliminated. However, it is the Committee's recommendation that for the present parking be eliminated only between the hours of 4:00 p.m. and 6:00 p.m. weekdays, as is customary on congested streets in other urban areas. Further elimination of parking would compromise the character of downtown Sebastopol causing it to be bisected by two highways. At a later date the morning hours 6:00 - 8:30 a.m. might be included in this plan also, but at this time it appears unnecessary, as traffic flow patterns are more efficient for morning traffic.

At off-peak hours there is not at this time sufficient traffic density to warrant the complete elimination of street-side parking, which would have an adverse impact on the business district of Sebastopol. The Committee suggests that the City should place more signs directing motorists to its public parking lots in the downtown area.

The Committee recommends that Caltrans install signs on U.S. 101 to direct northbound traffic to the Russian River from the Bay Area to use River Road. Signs should be installed at the Highway 116 exit in Cotati and at the Highway 12 exit in Santa Rosa. River Road should be designated a Scenic Route and a Priority Route, and so appear on standard highway maps. Caltrans signs should also be installed on Highway 12 at Fulton Road directing westbound traffic heading toward Forestville and beyond to use Occidental Road.

Future of the Committee.

The Committee recommends that its existence be continued in order to consult with City and County agencies in the specific formulation and execution of its proposals. Also, the Committee wishes to review the findings of the recommended study of Todd Road Extension and Route E in order to formulate its final recommendations on these projects.

Recommended Project Priorities

Project	Recommended Time Period		
	0-5 years	5-15 years	15-25 years
One-way Couplet	X		
Route E North	Pending Further Study		
Route E South	Pending Further Study		
Todd Road Extension To 116	Pending Further Study		
Elphick Extension to 116 At Todd			X
Upgrading Feeder Roads West of 116	X	X	X
Occidental Road Improvements	X		
Mills Station/Ferguson Upgrading			X
Downtown Parking	X		
Signing	X		
Transit Projects	X	X	X

APPENDIX A
SEBASTOPOL TRANSPORTATION COMMITTEE
MEMBERSHIP

Francine Baldus
Witter Road

Ed Barnes
High School Road

Edward Burton
Sparks Road

Edgar Paul Cahn
Witter Road

Juliana Doms
McFarland Avenue

Sherry Gulmon and
Harold Mooney
Wilson Road

Barbara Herzberg
Bel Glen Way

Frederick Luttmann
Lynch Road

Barry Lutz
Sebastopol

Gary MacFarland
High School Road

Tom Meyshens
Jean Drive

Jim Rettinghouse
Gravenstein Highway

Harriet Weaver
Witter Road

Sean H. Webb
Lynch Road

Reuben Weinzveg
Fredricks Road

Mary G. Williams
Sparks Road

Mike Felciano
Lynch Road

Appendix A

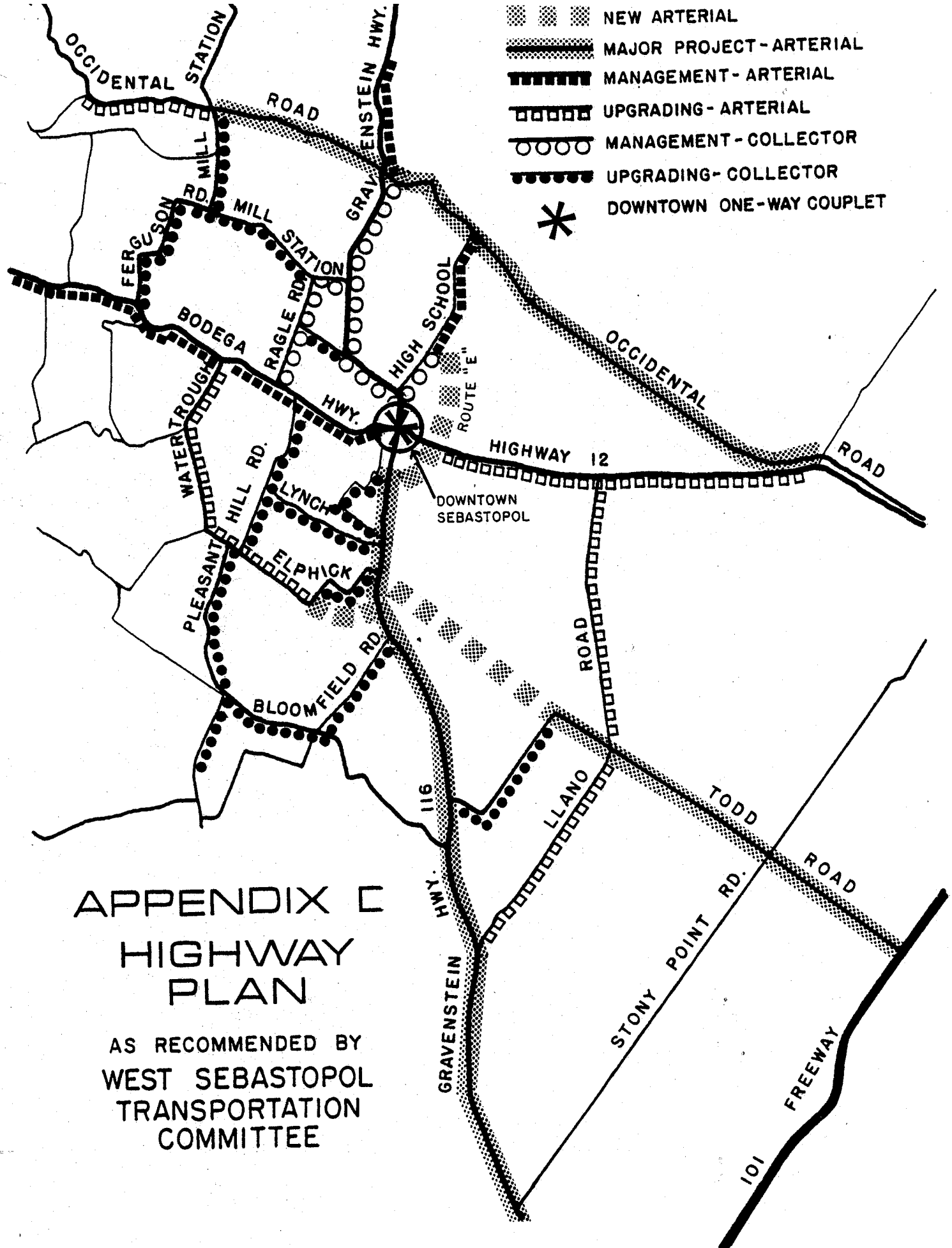
APPENDIX B

INFORMATION PACKET DISTRIBUTED TO SEBASTOPOL TRANSPORTATION COMMITTEE

Contents

1. Memo, June 26, 1979, Toby Ross to Eric Koenigshofer
Re: Sebastopol Transportation (includes map).
2. Memo, July 3, 1979, Mel Davis to City Council,
Re: Status one-way Street System.
3. Memo, July 27, 1979, Mel Davis to City Council,
Re: Thru Traffic Solutions.
4. Memo, July 31, 1979, Mel Davis to City Council,
Re: Rail Transit.
5. Memo, October 22, 1979, City Engineer to Mel Davis,
Re: Downtown Traffic Counts.
6. Discussion of Sebastopol Planning Area Transportation Alternatives,
excerpted from Sonoma County Transportation Study, Technical
Report, Phase 3. Includes:
 - a. Evaluation chart of Goal Achievement and Costs
and Impacts.
 - b. Saturday and Sunday Traffic Forecasts
 - c. Level of Service Chart for Sebastopol Area Traffic
Facilities.
7. Sonoma County General Plan Circulation and Transit Element
including:
 - a. Transportation improvements recommended for the
Sebastopol Planning Area.
 - b. Portion of Highway Plan map showing Sebastopol
Area improvements.
8. Sonoma County General Plan Goals and Policies on Transportation.
9. Sonoma County General Plan Land Use Issues and Recommendations
10. Brochure and maps prepared by Sebastopol Tomorrow Committee, 1976.
11. Discussion of Transportation Alternative Evaluation Framework
and Technique, excerpt from Phase 3, Technical Report.

Appendix B.



APPENDIX D
HIGHWAY 116 IMPROVEMENTS

The "Feeder Concept" we propose will further congest traffic on highway 116 particularly between Bloomfield Road and Fircrest Road. Highway 116 should be improved to facilitate the maximum flow of traffic safely. Special attention should be paid to intersections with 116 and to turn lanes from and onto 116. It is mandatory to create a left turn lane from 116 onto the following roads:

1. Hessel Road
2. Lone Pine Road
3. Fredricks Road
4. Industrial Drive
5. Sparkes Road
6. Old Gravenstein Highway
7. Cooper Road
8. Elphick Road

Bloomfield, Lynch and Fircrest Roads' left turn lanes should be maintained. A stop light may be necessary to insure adequate traffic flow.

Further, the following intersections with 116 need attention:

1. Industrial Drive: Improve road surface of first 200-300 feet (across the railroad tracks) so that faster moving cars from 116 can negotiate the turn.
2. Sparks Road: Increase visibility for those turning from Sparks Road onto 116.
3. Elphick Road: Increase visibility to those turning from Elphick Road onto 116.
4. North end of Cooper Road: Improve angle of intersection, improve first 200-300 feet of road surface and grade the road.

At all intersections of 116, an area for children catching a school bus should be designated far enough away from 116 to provide safety.

Eventually, all driveways and intersections with 116 should be provided with a left turn lane from Corline Court to Bloomfield Road. Presently, the following driveways on 116 need improvement:

1. Flea Market: Left turn lanes and "Entrance" and "Exit" designation.
2. Sequoia Market: An area for "Entrance" and "Exit" designation.

3. Daniel's Custom Framing/Boyd's Flood Covering/Grift's Appliance: Left turn lanes are needed here due to location on curve and proximity to Elphick Road. Improve road surface over railroad tracks.
4. Vern's Market: Area designated for "Entrance" and "Exit".

The speed limit on 116 should be lowered to 35 mph and enforced to Bloomfield Road.

APPENDIX E

IMMEDIATE HAZARDS THAT NEED ATTENTION

1. Left turn off of MacFarlane onto Lynch needs work to improve driver visibility.
2. Parking lot at Sequoia Market needs marked entrance and exit driveways.
3. Access to flea market needs left turn channel at both driveways.
4. Left turn lane at Vern's Market and intersection of Cooper Road. This can be achieved by moving the telephone poles.
5. Turning lanes needed at Elphick Road. Vision needs to be improved by removing a few feet of fence at the Temple.
6. All intersections and commercial driveways intersecting highway 116 should be provided with left and right turn lanes.
7. An area for children catching the school bus at the intersection of Elphick and Whitter Roads should be provided.

Juliana Doms,
Chairperson, Sonoma County Transportation Committee
Sebastopol, California

Monday, May 5, 1980

Dear Juliana,

I write representing approximately 80 residents of Ferguson Road, Sebastopol, (a representation of approximately 40% of the households located on that road) to make a request of you and the members of the Northern Study Group of the Committee. We are requesting that, if it is possible, you delay making your final recommendation regarding a by-pass route in this area to the City Council of Sebastopol until we as a group might meet with you and any members of the Committee who might wish to meet with us to discuss our concerns regarding this situation. We feel that a month's time (for instance, meeting together near the first part of June) would give us time to bring together a presentation of our vital concerns surrounding the delineation of our road as by-pass.

Ferguson Road is, in the main, a family neighborhood. Our road is served by school buses from three school districts and 45 children daily use these buses -- many of them must cross the road to reach their homes when boarding and leaving the buses. Already, one school district has eliminated one stop as being too dangerous when traffic is on the road. Many parents are vitally concerned for their childrens' safety presently, and fearful of even greater risks if the road becomes a by-pass.

Our road has long been a de-facto by-pass for large sand and gravel trucks traveling from Healdsburg to Bodega Bay via

Highway 116 south, Mill Station Road, and thus to Ferguson. Not only does this type of traffic pose a threat to the road's children, but also to adults using the road, to the peaceful atmosphere of the road, to the homes located directly upon the road, and to the agricultural way of life so prevalent here. Surely, if Ferguson Road is designated as a by-pass, this type of traffic as well as auto traffic will increase and the quality of the life of our neighborhood will decrease.

Many concerned residents are currently coming together in study groups to research these concerns and would very much appreciate being able to discuss their findings with you and members of the Committee before your final recommendation is made. Eric Koenigshofer, supervisor 5th district, and Ernie Carpenter, county planning commission, have both expressed a desire to meet with us. Perhaps it would be possible for all of us to meet together. Depending upon the size of such a group, my husband and I are glad to offer our home as a meeting place.

We hope that it will be possible to present our concerns to you before any permanent recommendation is made. Please feel free to call me to discuss this possibility.

Yours very truly,



Anne J. Balmer
960 Ferguson Road
823-7208

Appendix G

Remarks To The Sebastopol Transportation Committee At Its June 24, 1980 Public Meeting By Willard G. Kruse

The fact that the County General Plan now calls for an extension of Mill Station Road to Bodega Highway which would pass very close to my home became known to me for the first time following the Committee's April 2, 1980 meeting. Being most concerned, I initiated the petition opposing the extension so we residents in this area could express our desires of preserving its unspoiled rural environment. For such a sparsely populated area the response was overwhelming with more than 250 signatures now submitted to the Committee. The petition signers had a variety of reasons for opposing the extension, and I hope they will all have an opportunity to express their individual views to the Committee tonight.

For my own part I purchased my property here with a new home a few years ago specifically for the privacy and seclusion afforded by this agricultural area. The property is near the end of Christian Lane, a one land dead end road with virtually no traffic. Very frankly I'm insensed by the idea that this peaceful area might be destroyed by the intrusion of a so-called bypass road for which there is no obvious need or apparent justification.

As an Engineer I'm trained to find the most workable and cost effective solutions to problems. Absolutely essential to the proper solution of any problem is clearly and precisely defining the problem itself. Once the problem has been fully established, its solution is usually obvious or can be determined in a straightforward fashion. Apparently the only identifiable Sebastopol traffic problem which is generally agreed upon by its residents and business people is that there is too much downtown traffic congestion. Interconnecting Occidental Road and Bodega Highway via Mill Station Road and its extension will in no way solve the central problem of downtown traffic congestion and on the contrary could backfire and serve to increase the problem.

The only justification for the above interconnection that could be identified in the West Sebastopol Subcommittee Report is that, and I quote, "regional traffic patterns suggest that the primary purpose of the new connection would be to facilitate movement from Santa Rosa to the coast, or from Graton and Forrestville to the coast." As you know Occidental Road is now connected to Bodega Highway via Mill Station and Ferguson Roads, Ferguson being as wide and smooth a road as Bodega Highway. There is no substantial traffic between Santa Rosa and Bodega via this so-called bypass route because it is longer, slower and much more hazardous than the straight route through town via Bodega Highway and Highway 12. This fact is immediately obvious to those of us who use these roads regularly and is clearly shown by the County's traffic figures, the most recent of which show that the traffic figures, the most recent of which show that the traffic on Ferguson is only about 10% of that on Bodega Highway or Occidental Road. If there was in fact a major flow of traffic between Santa Rosa and Bodega Highway and the so-called bypass was in any way effective, the crossover traffic on Ferguson would be comparable to that on Bodega Highway or Occidental Road. Extending Mill Station for the interconnection instead of using existing Ferguson would not substantially correct the design of this ill-conceived bypass.

As previously stated, extending Mill Station to Bodega Highway could actually increase the downtown traffic ongestion. There is substantial commute traffic that utilizes Cherry Ridge Road and Mill Station to Highway 116 to bypass part of Occidental Road. This traffic remains fairly heavy throughout the day though considerably less than at commute time. If the Mill Station extension to Bodega Highway were built, some portion and possibly the major portion of this traffic would be channeled directly to the intersection of Bodega Highway and Highway 116 which is the critical point of downtown traffic congestion. Thus the extension could be a very costly error not only for those of us in the rural area west of Sebastopol but for the townspeople as well.

Therefore I urge the Committee to carefully consider the facts presented herein and to recommend deletion of the so-called bypass altogether using either the Mill Station Road extension to Bodega Highway or Ferguson Road since the bypass will be equally ineffective in either case in solving the problem of downtown traffic congestion.